BookletChart™

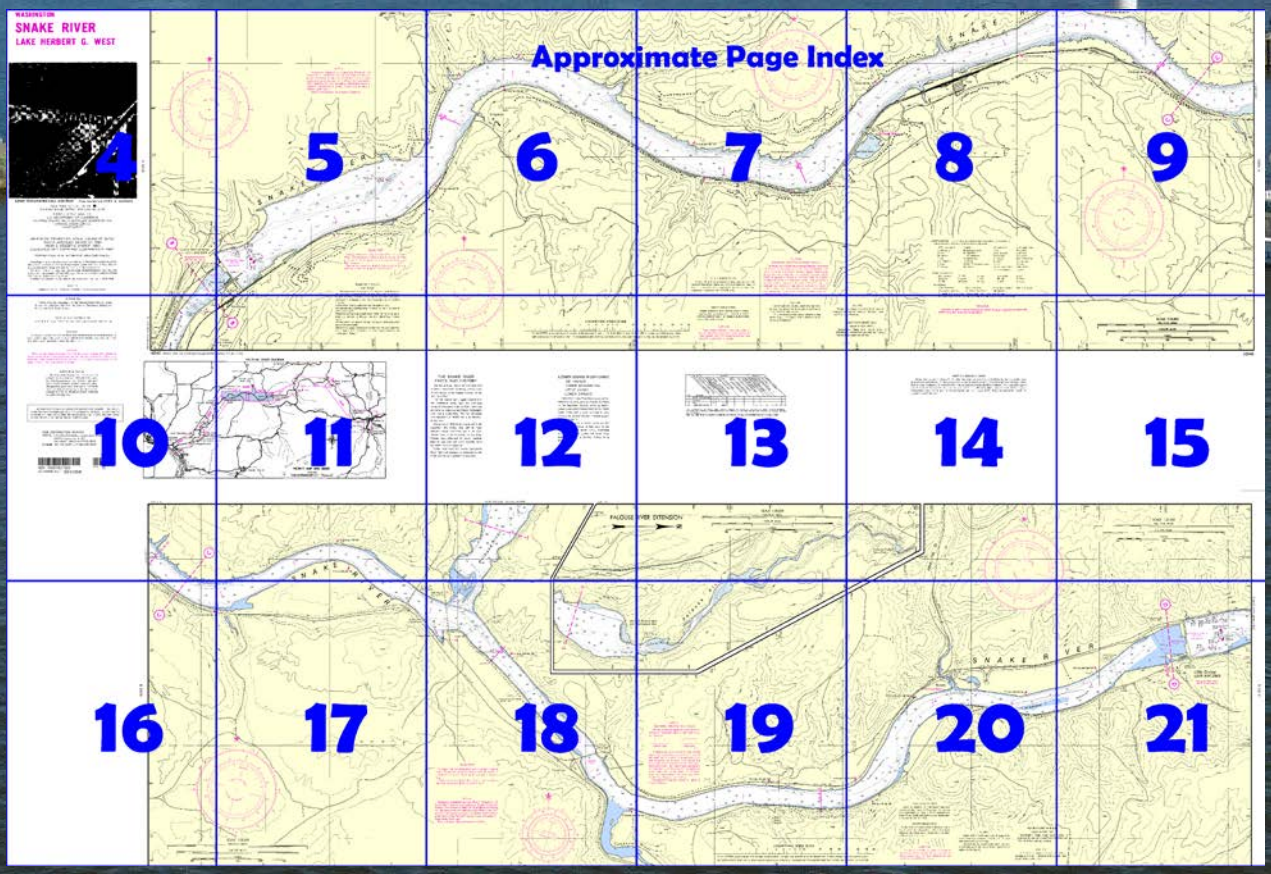
Snake River – Lake Herbert G. West

NOAA Chart 18546

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

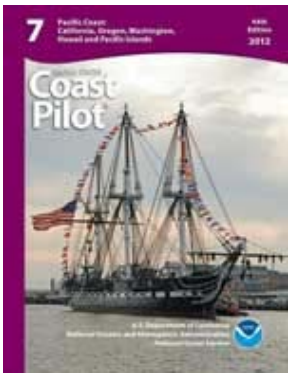
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18546.



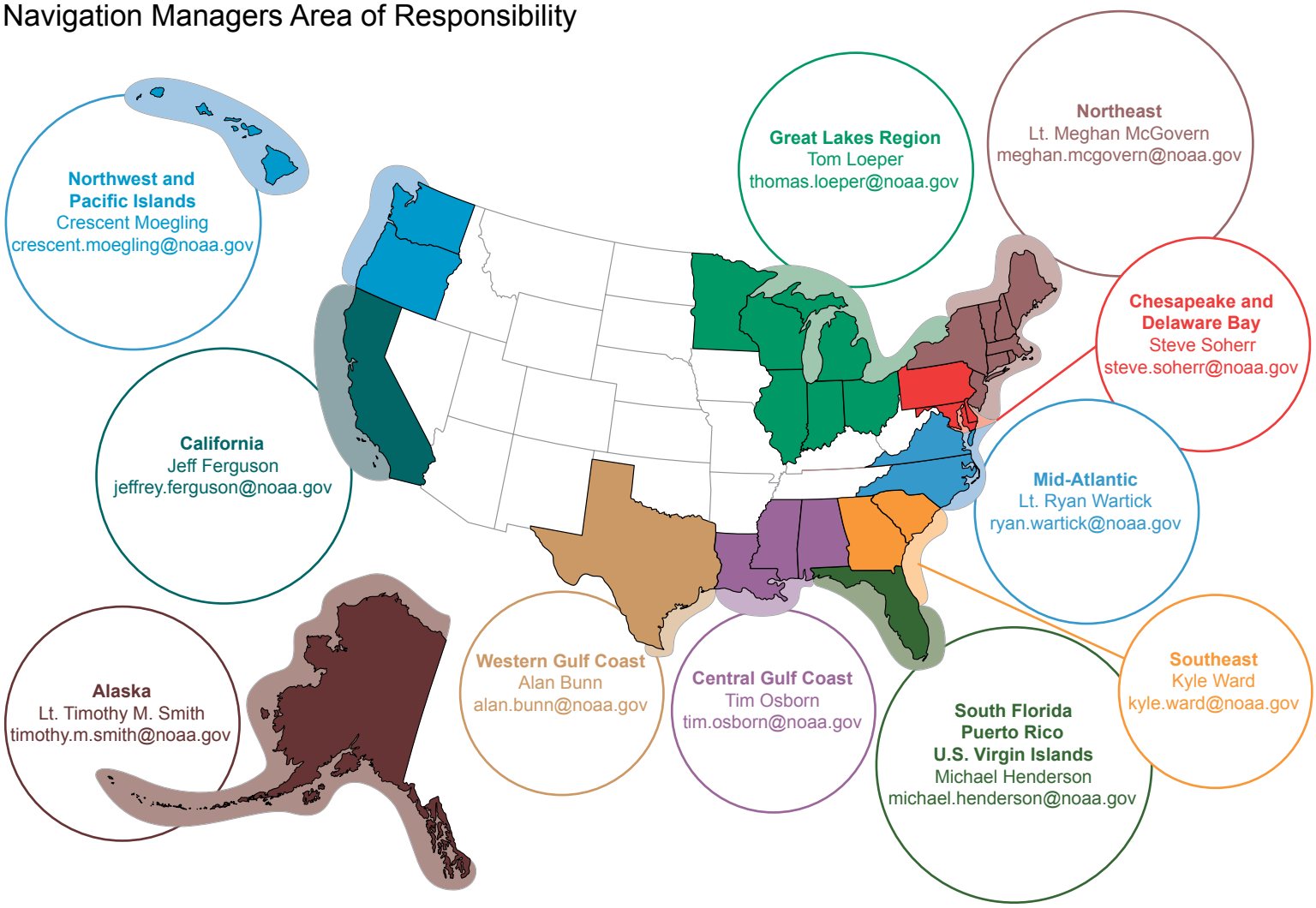
(Selected Excerpts from Coast Pilot)
Snake River, 283 (325.2) miles above the mouth of Columbia River, rises in Yellowstone National Park, from which it winds S past the Grand Tetons, and thence for 868 miles to its junction with the Columbia at Pasco, WA.
From that junction for 119 (137) miles to Lewiston, ID there are few small-craft facilities. (See small-craft facilities tabulation on charts 18545, 18546, 18547, and 18548 for supplies and services available.) There are several marinas along the river at **Clarkston**, WA and **Lewiston**, ID where berths, gasoline, diesel fuel, water, ice, and marine supplies may be obtained.

The Ports of Clarkston and Lewiston at the confluence of the Snake and Clarkford Rivers are the primary ports along the Snake River and serve the inland agricultural and logging communities of Washington, Idaho, and Oregon. Barge loading facilities and grain terminals are available at both ports.
Near its mouth, at the village of **Burbank**, Snake River is crossed by the Burlington Northern Railroad lift bridge with a clearance of 14 feet down and 60 feet up. The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign KQ- 9047. About 0.6 (0.7) mile above the railroad bridge, there are dual spans of a fixed highway bridge with a least clearance of 61 feet. Numerous overhead cables with a reported minimum clearance of 43 feet cross Snake River between the fixed highway bridge and Ice Harbor Lock and Dam.
East Pasco, on the N side of Snake River 1 mile above the mouth, has privately owned facilities for receipt and shipment of petroleum products and liquid fertilizer. Burbank, on the S side of the river has two grain facilities owned by the Port of Walla Walla and operated by private companies. From East Pasco to Lewiston there are several facilities used for shipment of grain and wood chips. Other facilities along the river specialize in the receipt and shipment of logs, general cargo, petroleum products, anhydrous ammonia, and liquid fertilizer.
Ice Harbor Lock and Dam, 8.4 (9.7) miles above the mouth of the Snake River, has a single lift lock with a vertical lift of about 100 feet. A **restricted area** is above and below the dam; the area is marked by buoys above the dam. (See **207.718**, chapter 2, for information concerning use, administration, and navigation of Ice Harbor Lock and Dam.) **Lake Sacajawea**, the lake formed by the waters behind Ice Harbor Dam, provides depths at slack water of 10 feet or more for a distance of 27.8 (32) miles to Lower Monumental Dam.
Lower Monumental Lock and Dam, 27.6 (31.8) miles above Ice Harbor Dam and about 36 (41.5) miles above the mouth of the Snake River, has a single lift lock with a vertical lift of about 100 feet. A **restricted area** is above and below the dam; the area is marked by buoys above the dam. (See **207.718**, chapter 2, for information concerning use, administration, and navigation of Lower Monumental Lock and Dam.)
The Snake River between Lower Monumental Dam and Little Goose Dam, 25 (28.8) miles above Lower Monumental Dam, is crossed by three fixed bridges with a least clearance of 52 feet; overhead power cables crossing the river between the two dams have a clearance of 90 feet.
Little Goose Lock and Dam, about 25 (28.8) miles above Lower Monumental Dam and about 61.1 (70.3) miles above the mouth of the Snake River, has a single lift lock with a vertical lift of about 98 feet. A **restricted area** is above and below the dam; the area is marked by buoys above the dam. (See **207.718,** chptr 2, for information concerning use, administration, and navigation of Little Goose Lock and Dam.)
Lake Bryan, the pool formed by Little Goose Dam is crossed by a fixed highway bridge with a clearance of 60 feet about 10.7 (12.3) miles above the dam; overhead power cables with a least clearance of 75 feet cross the lake between Little Goose Dam and Lower Granite Dam.
Lower Granite Lock and Dam, about 31.5 (36.8) miles above Little Goose Dam and about 93.4 (107.5) miles above the mouth of the Snake River, has a single lift navigation lock 675 feet long and 86 feet wide. The dam, completed in 1975, permits navigation to **Lewiston**, Idaho, 120 (138) miles above the mouth of the Snake River. A **restricted area** is above and below the dam; the area is marked by buoys above the dam. (

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Seattle	Commander 13th CG District Seattle, WA	(206) 220-7001

Navigation Managers Area of Responsibility

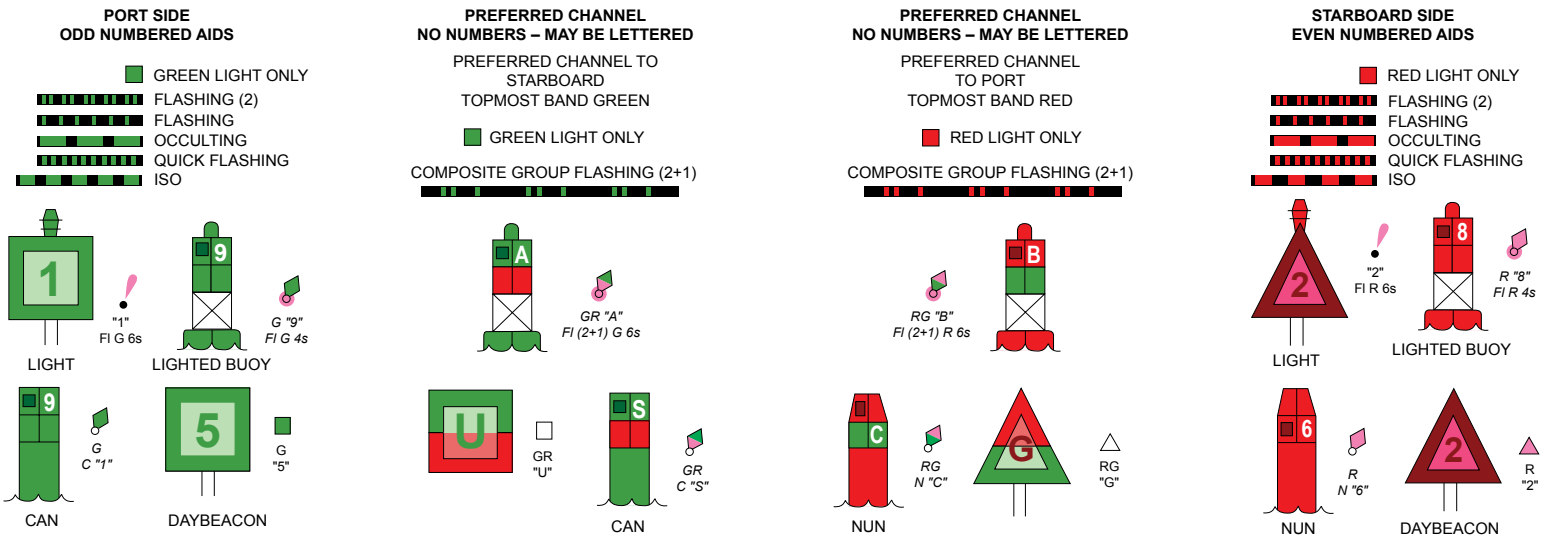


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

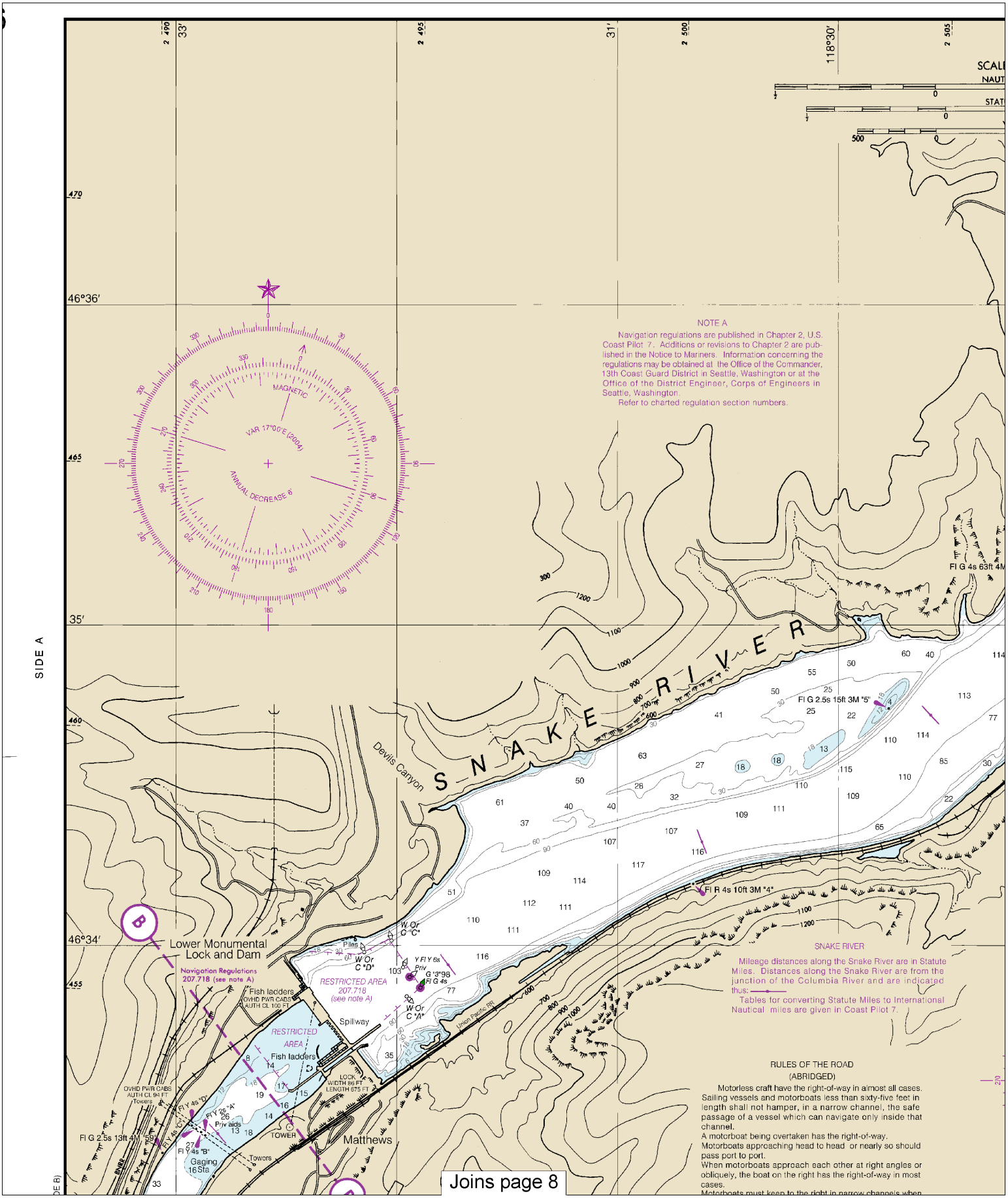
To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*



Joins page 8

4

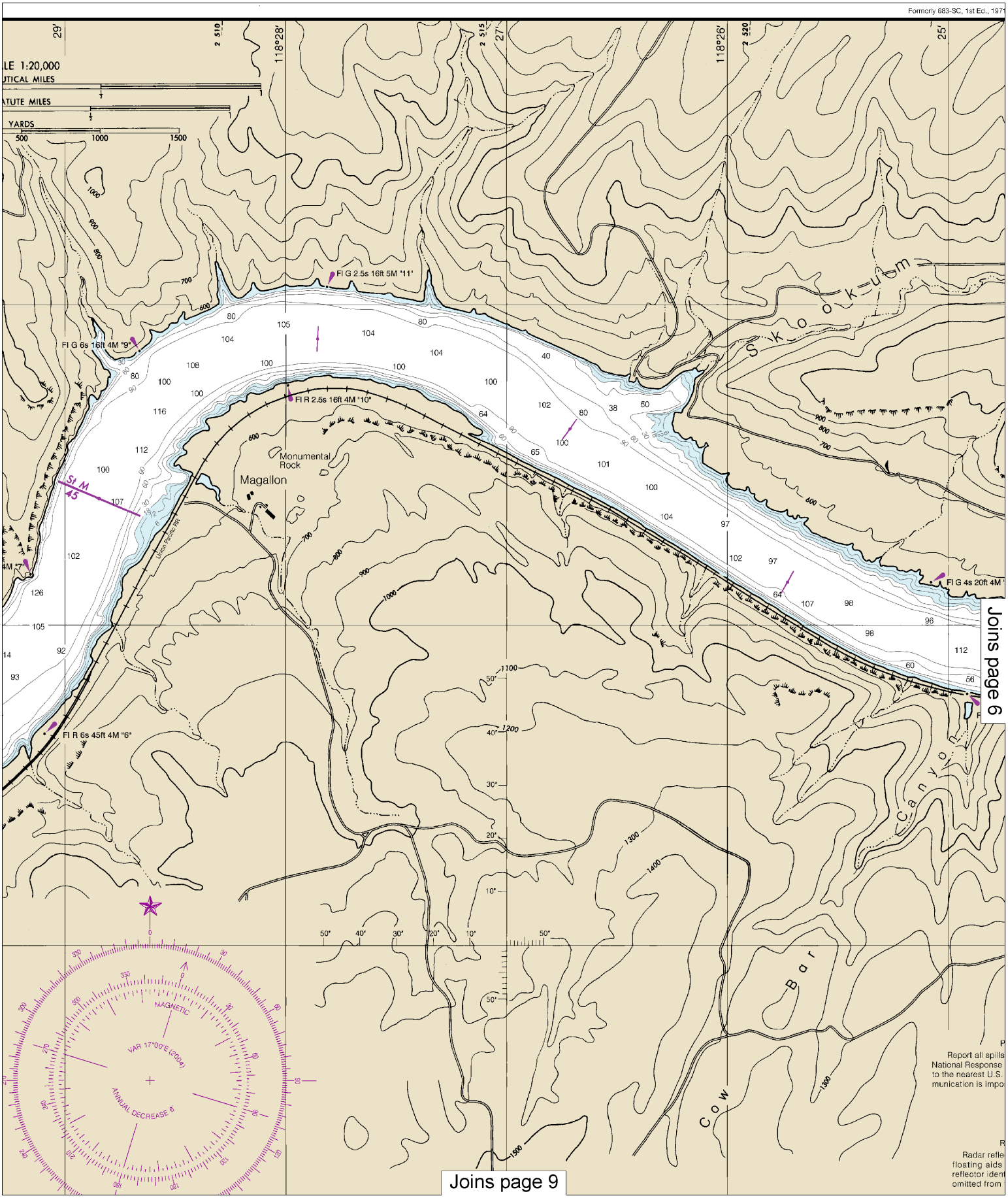
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~

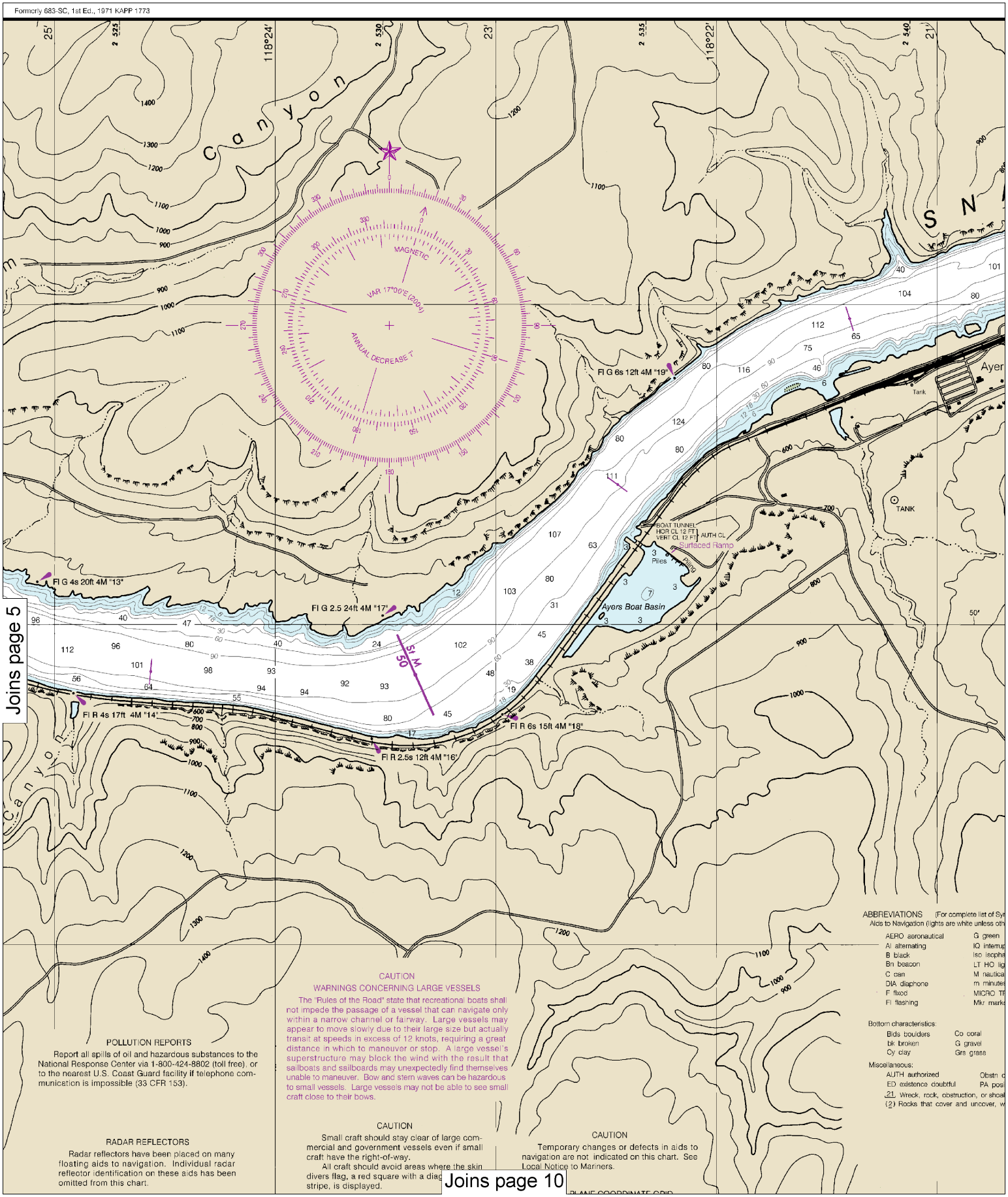
Nautical Miles: 0 — 1 — 1½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

See Note on page 5.



This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:28571. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



Joins page 5

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diag stripe, is displayed.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

ABBREVIATIONS (For complete list of Sy

Aids to Navigation (lights are white unless oth

AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrup
Iso isopha
LT HO lig
M nautica
m minutes
MICRO TF
Mkr marke

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass

Miscellaneous:

AUTH authorized
ED existence doubtful
21 Wreck, rock, obstruction, or shoal
(2) Rocks that cover and uncover, w
Obstn
PA posi

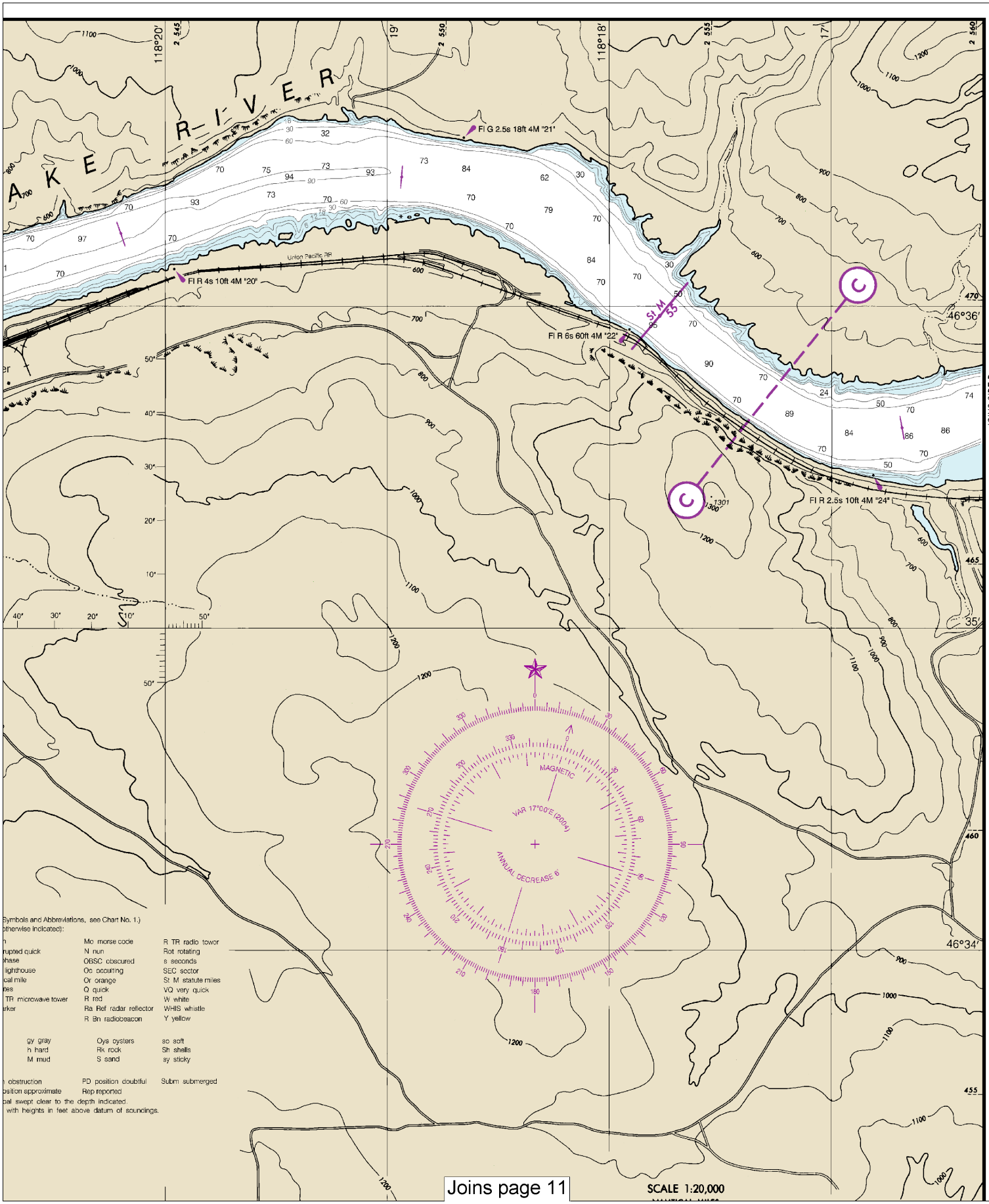
Joins page 10

Note: Chart grid lines are aligned with true north.

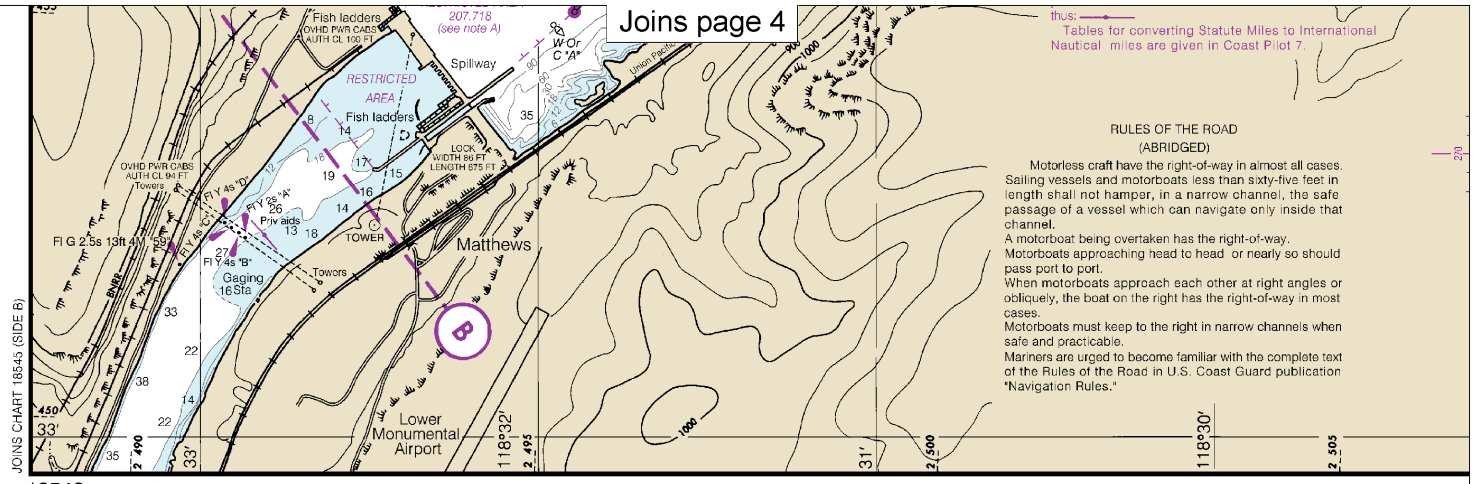
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

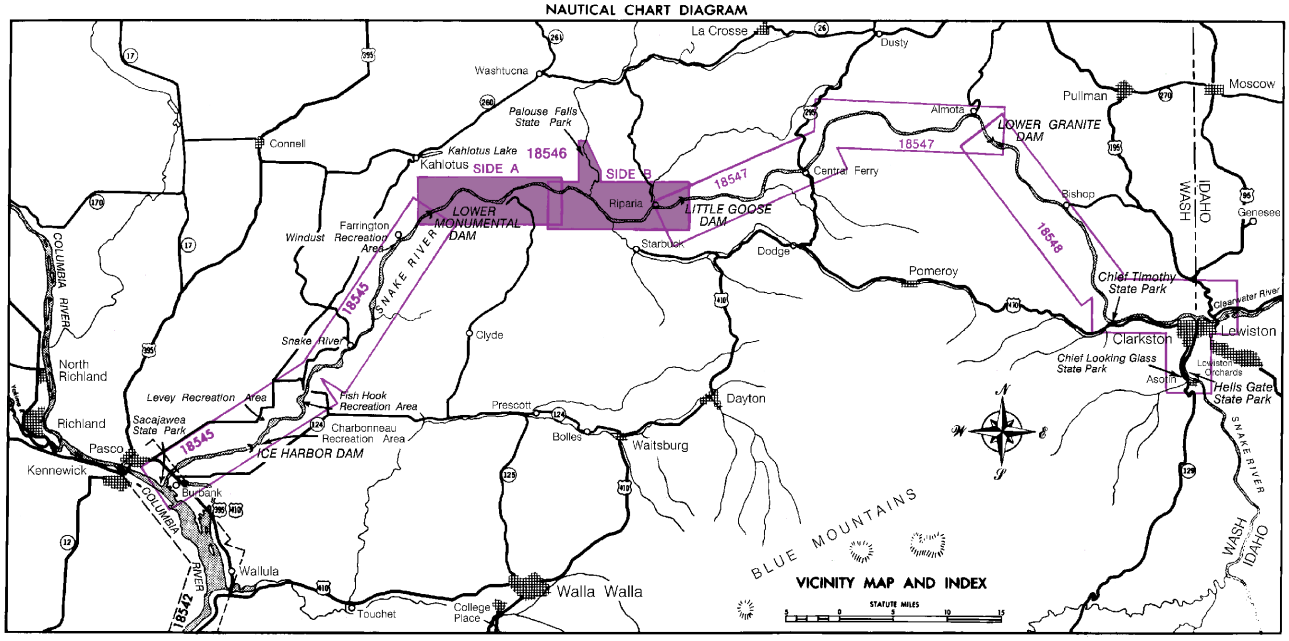


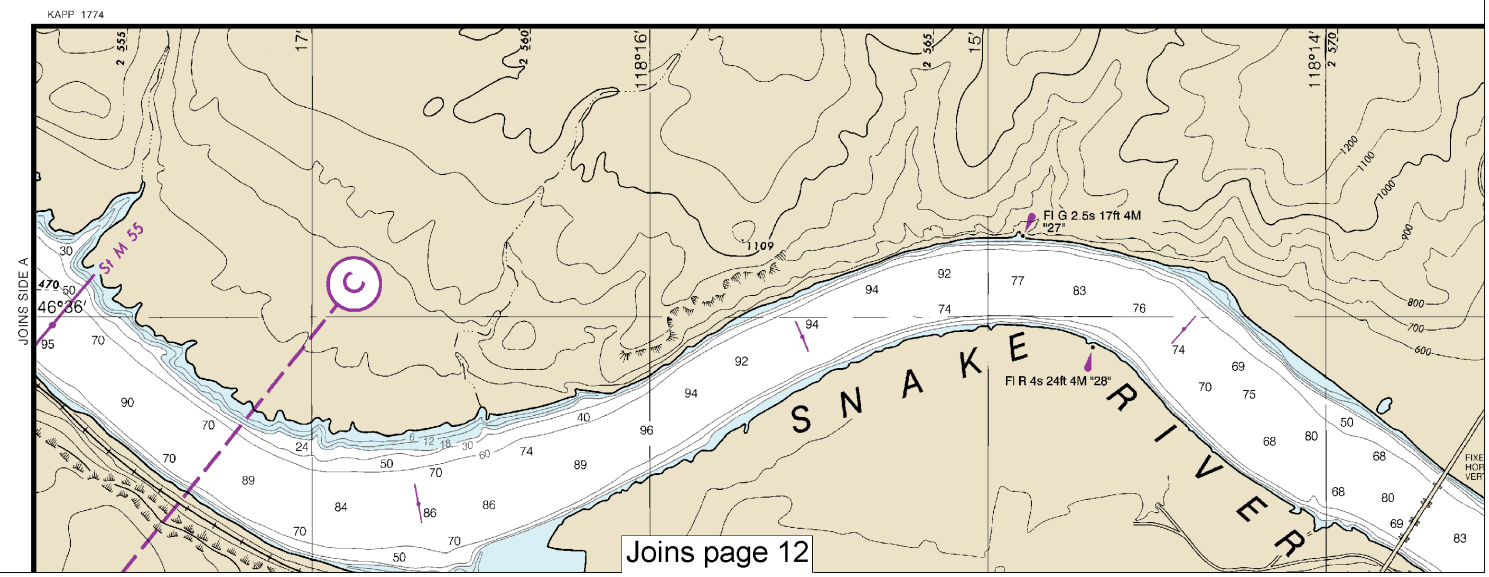
10th Ed., Feb. 2004. Last Correction: 12/7/2016. Cleared through:
LNM: 4916 (12/6/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)



18546

NAUTICAL CHART DIAGRAM





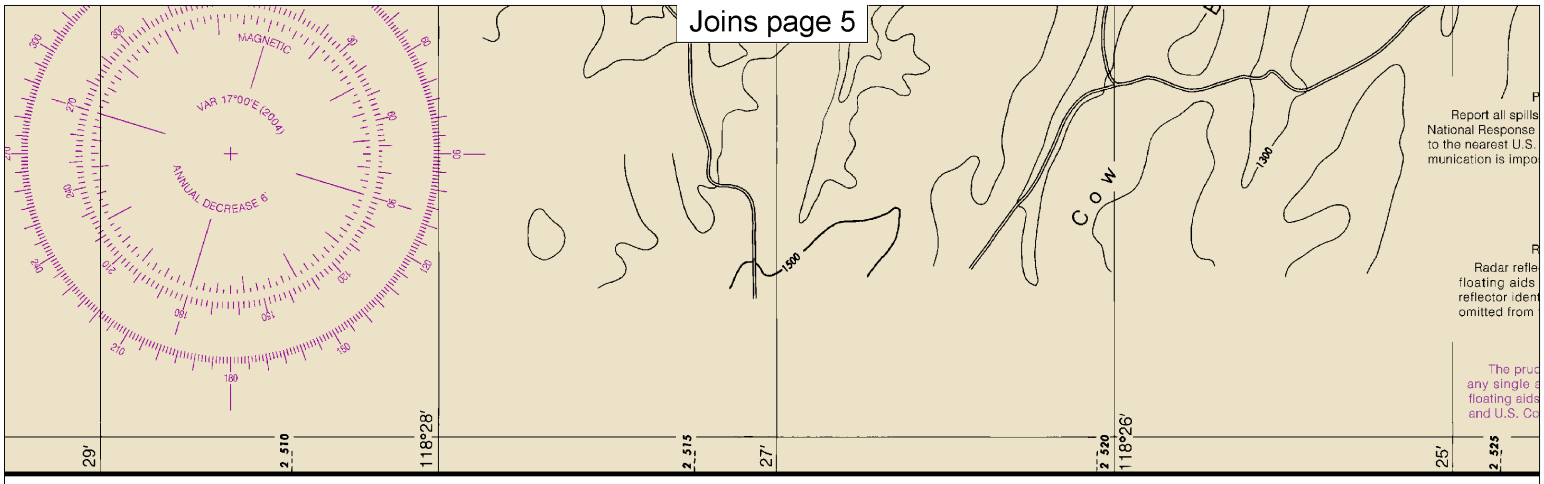
8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500



THE SNAKE RIVER FACTS AND HISTORY

The Snake River, one of the most important streams in the Pacific northwest section of the United States, is the largest tributary of the Columbia River.

The river rises in high, rugged mountains of the continental divide near the southwest corner of Yellowstone National Park in Wyoming and joins the Columbia near Pasco, Washington after flowing 1,038 miles. The river descends from elevations of 10,000 feet to an elevation of 300 feet.

Discovered in 1805 by the Lewis and Clark expedition, the Snake River with its many turbulent rapids presented one of the most difficult rivers for the Expedition to negotiate. Canoes were damaged by rocks, supplies became saturated and some supplies were lost when a canoe capsized.

Today, near Pasco-Kennewick, Sacajawea State Park and museum is dedicated to the Indian woman who guided the explorers.

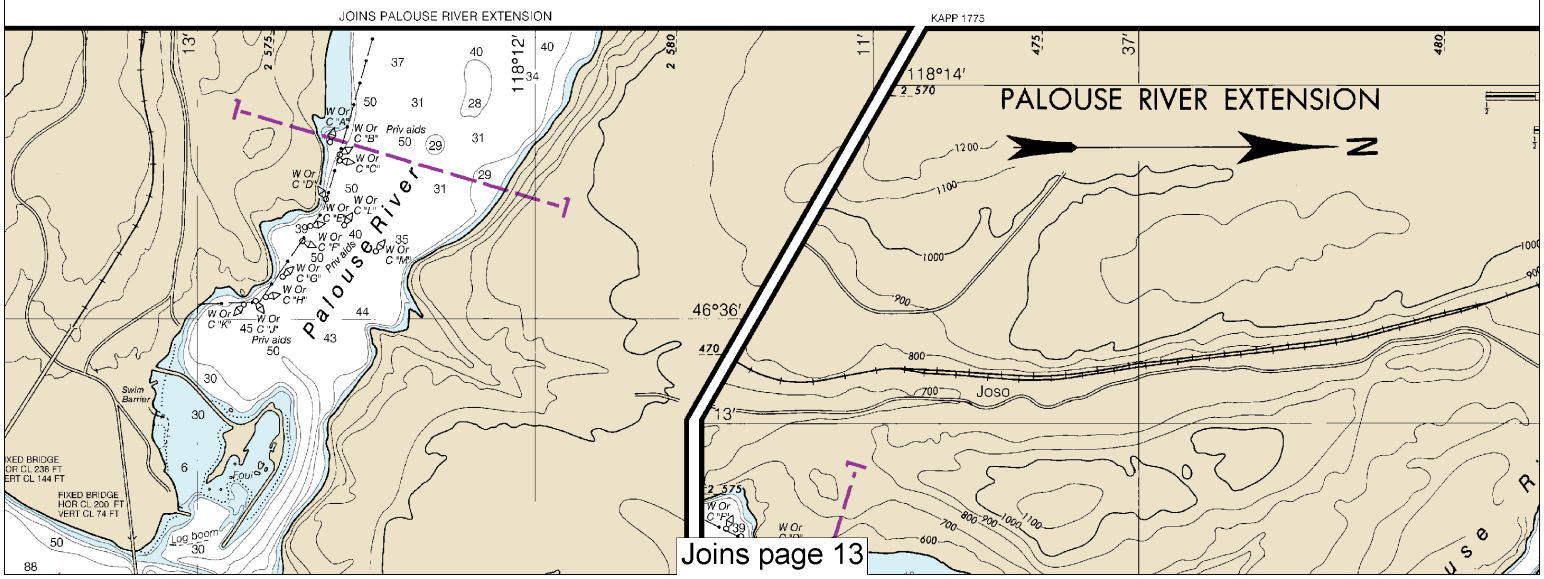
LOWER SNAKE RIVER DAMS

ICE HARBOR
LOWER MONUMENTAL
LITTLE GOOSE
LOWER GRANITE

These four Snake River Dams were authorized by Congress to serve the Pacific Northwest as "Multipurpose" projects, providing electric power, slack-water transportation to the Pacific Ocean Ports, and to retain passage for anadromous fish to and from their habitual spawning waters inland.

Many parks and recreation areas are also planned by the Corps of Engineers for the enjoyment of the entire family. Northwest residents and their guests will have ready access to swimming, boating, fishing, skiing and picnicking.

Joins page 10



Joins page 6

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

WARNINGS CONCERNING LARGE

The "Rules of the Road" state that recre... not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

PLANE COORDINATE GRID

(based on NAD 1927)

Washington State Grid, south zone, is indicated by dashed ticks at 5,000 foot intervals. The last three digits are omitted.

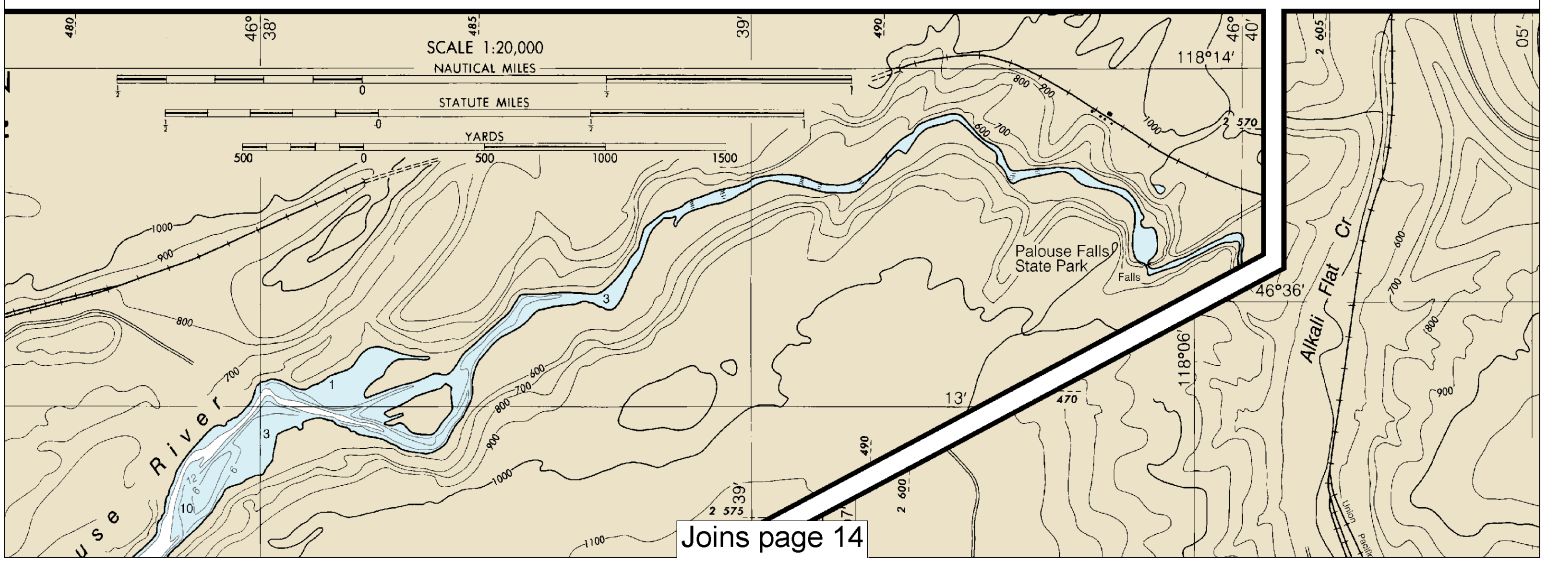
DIA diaphone
F fixed
Fl flashing
MICRO TR
Mkr marke

Bottom characteristics:
Bldr boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass

Miscellaneous:
AUTH authorized
ED existence doubtful
Obstn o
PA posi
.21 Wreck, rock, obstruction, or shoal
(2) Rocks that cover and uncover, w

118°24′ 118°22′ 25′ 23′ 21′ 2 535 2 530 2 535 2 540

Joins page 9



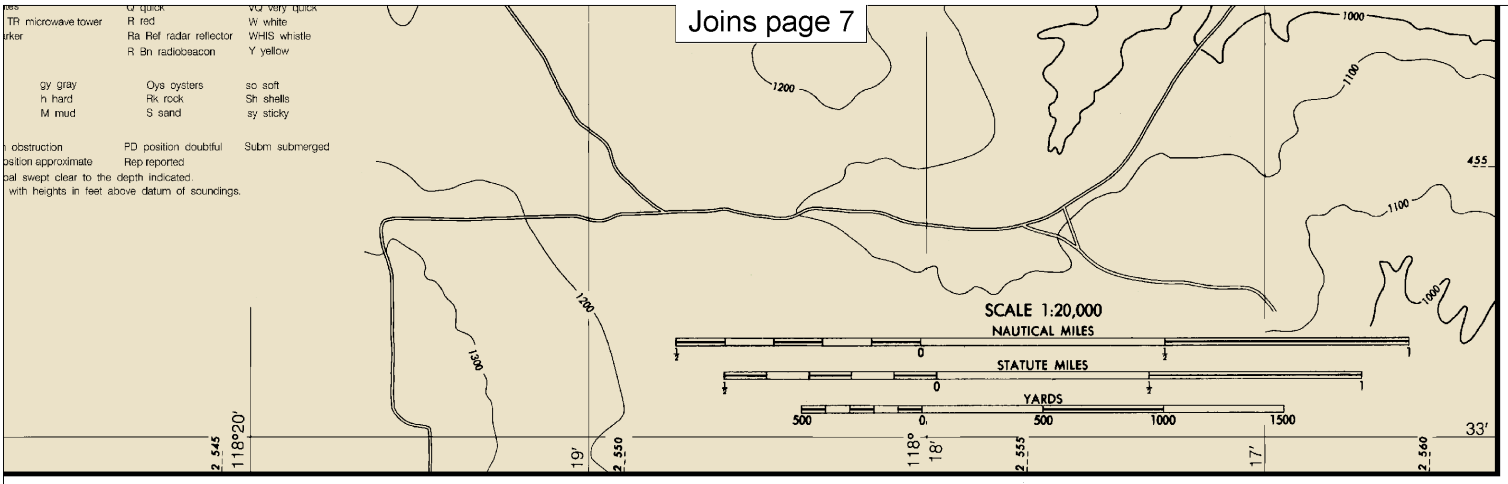
Joins page 14

Note: Chart grid lines are aligned with true north.

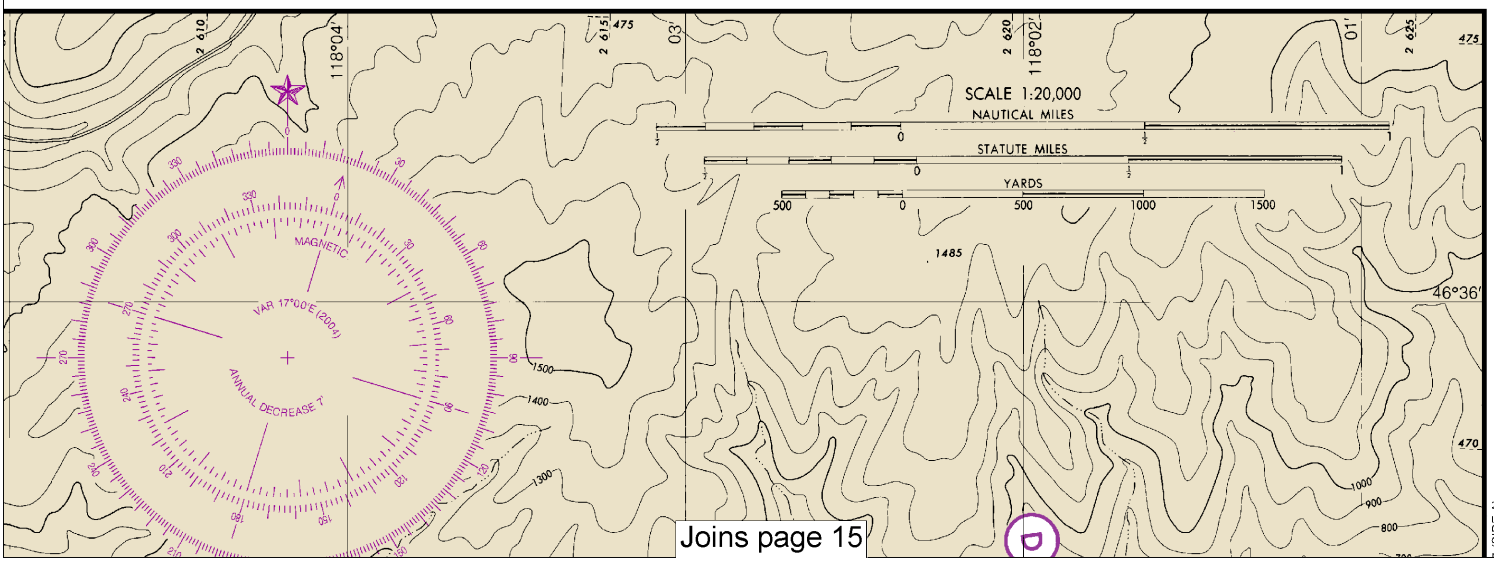
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

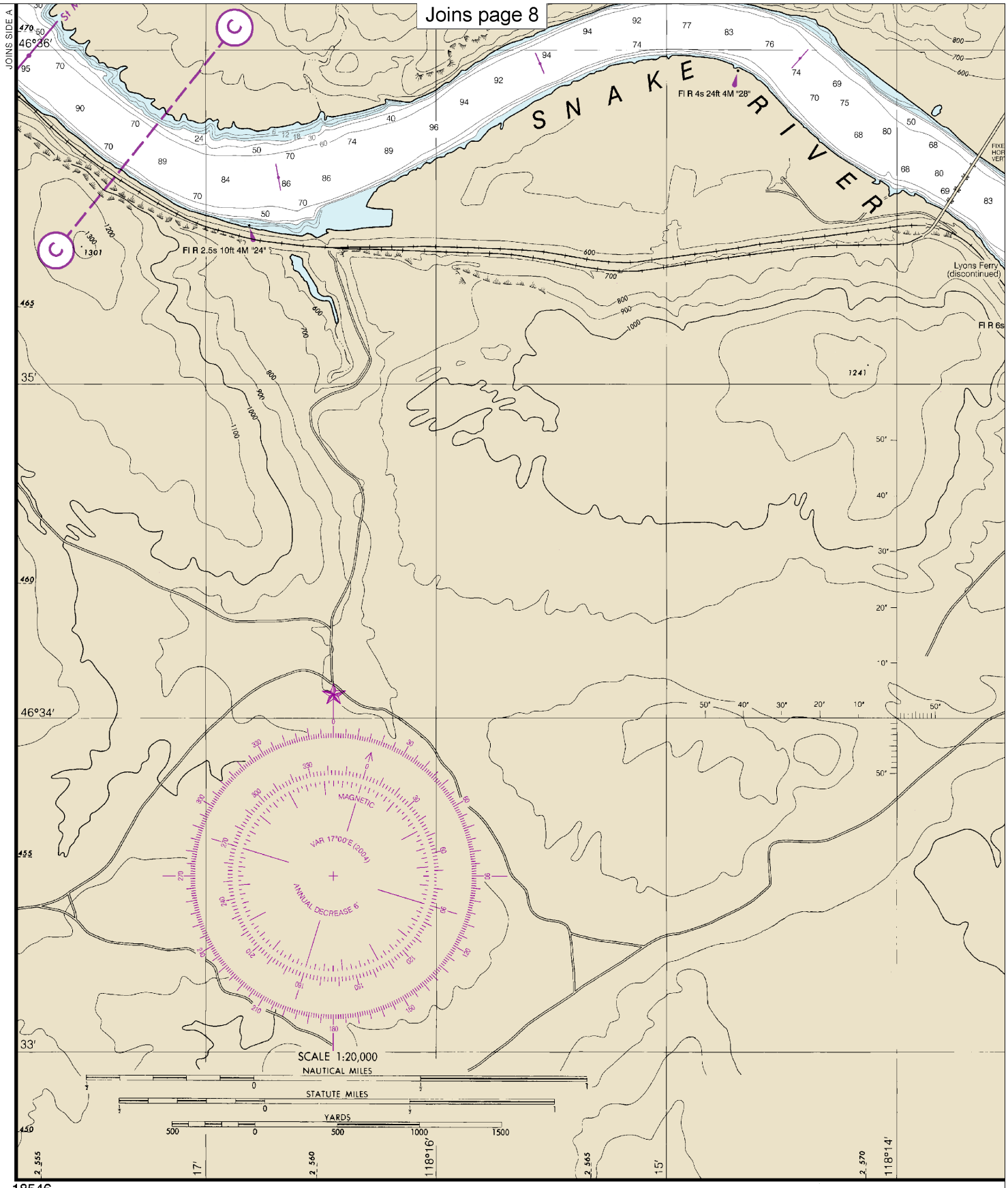
Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500


TR microwave tower
R red
W white
R Ra Ref radar reflector
WHIS whistle
R Bn radiobeacon
Y yellow
gy gray
Oys oysters
so soft
h hard
Rk rock
Sh shells
M mud
S sand
sy sticky
obstruction
PD position doubtful
Subm submerged
position approximate
Rep reported
with heights in feet above datum of soundings.
Joins page 7
SCALE 1:20,000
NAUTICAL MILES
STATUTE MILES
YARDS
118°20'
19'
118°18'
17'
33'
1200
1300
1100
1000
455
2 545
2 550
2 555
2 560

18546


118°04'
03'
118°02'
01'
SCALE 1:20,000
NAUTICAL MILES
STATUTE MILES
YARDS
MAGNETIC
VAR 17°00'E (2004)
ANNUAL DECREASE 7'
1485
46°36'
1500
1400
1300
1000
900
800
475
470
2 610
2 615
2 620
2 625
Joins page 15
(SIDE A)



18546

10th Ed., Feb. 2004. Last Correction: 12/7/2016. Cleared through:
LNM: 4916 (12/6/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

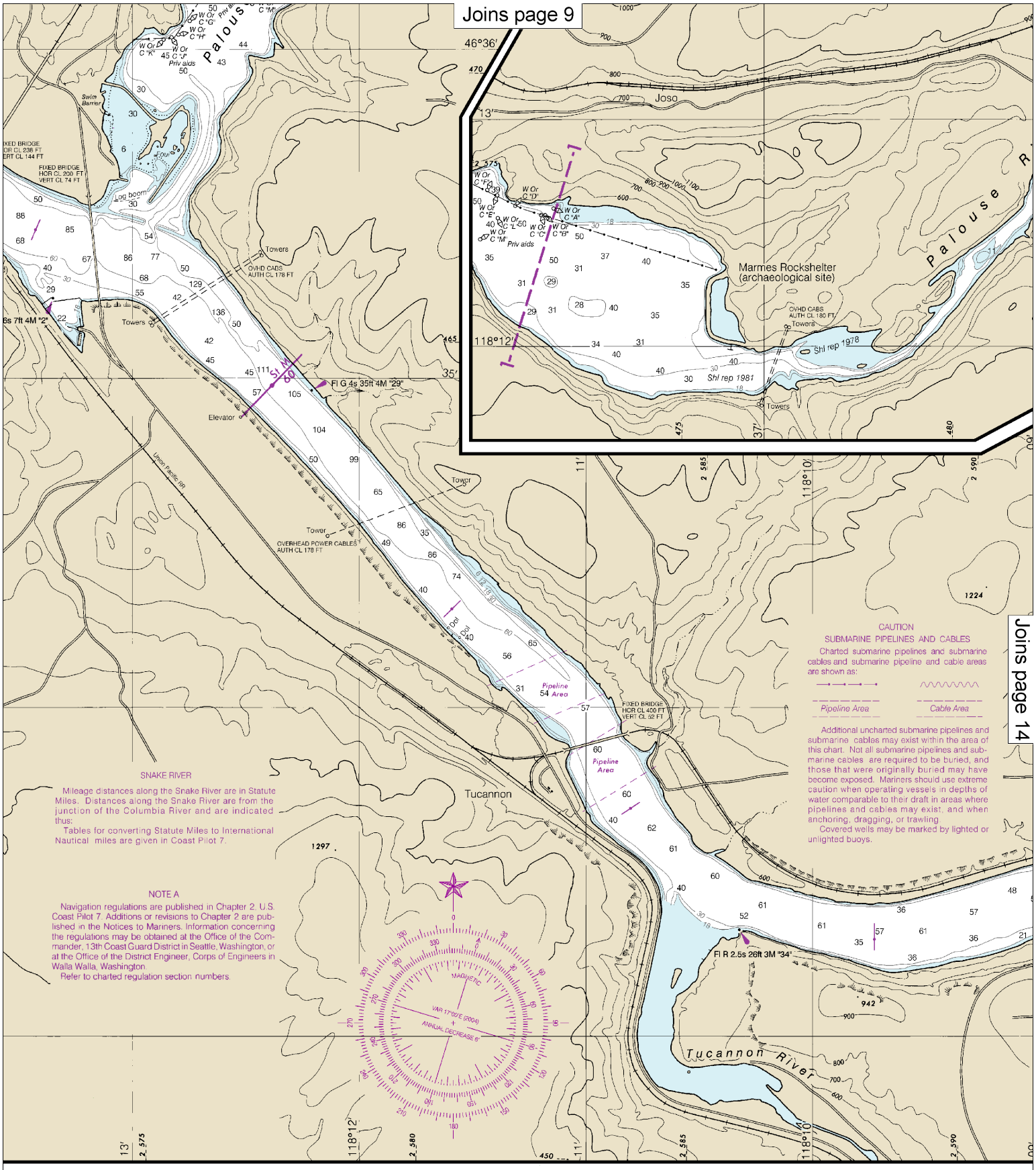
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~

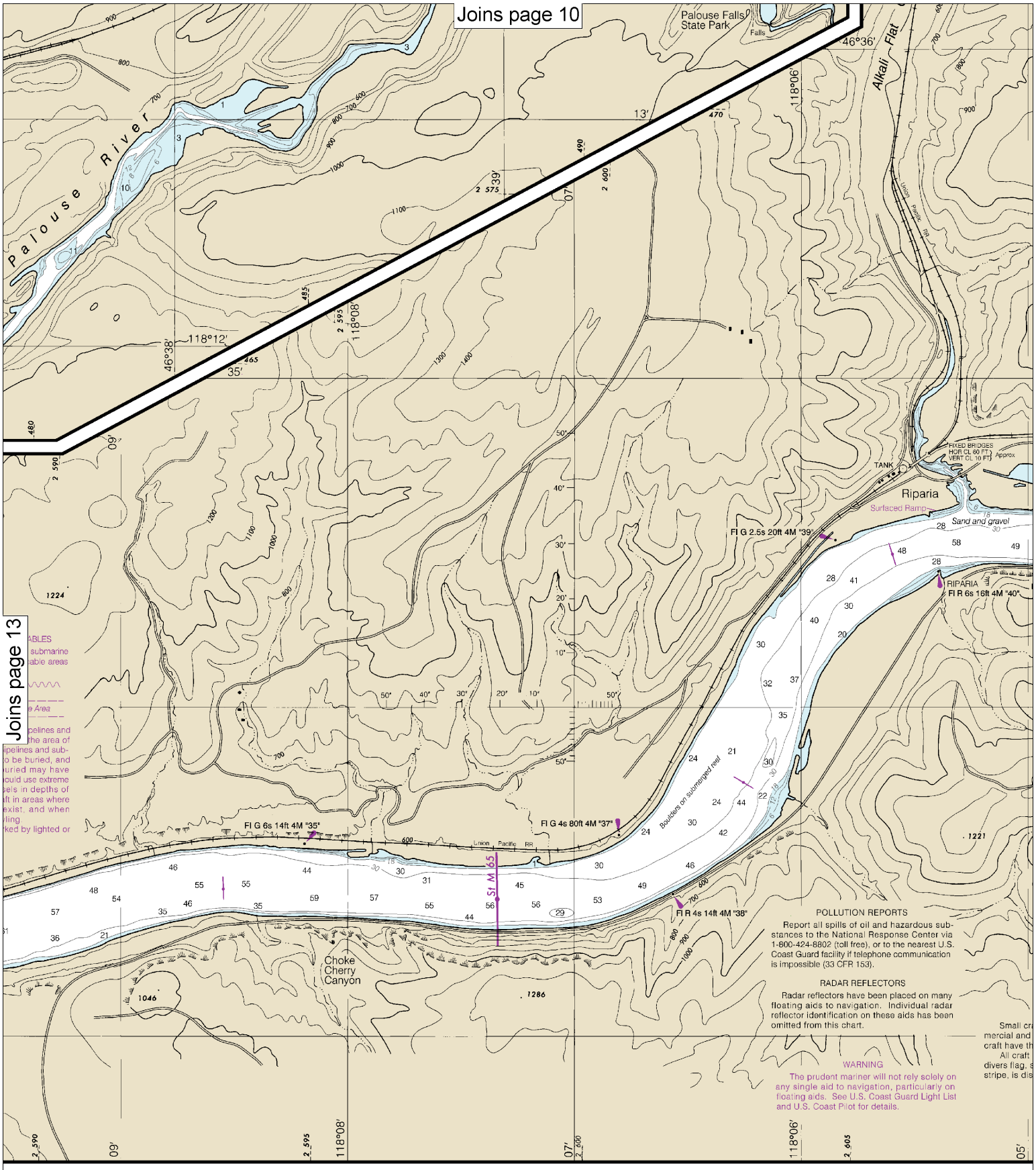
Nautical Miles: 0 — 1 — 1½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

See Note on page 5.


Joins page 9
Joins page 14
Palouse River
Joso
Marmes Rockshelter
(archaeological site)
Tucannon
Tucannon River
Union Pacific RR
Elevator
Towers
Tower
OVHD CABS
AUTH CL 178 FT
OVERHEAD POWER CABLES
AUTH CL 178 FT
FIXED BRIDGE
HOR CL 200 FT
VERT CL 74 FT
FIXED BRIDGE
HOR CL 236 FT
VERT CL 144 FT
FIXED BRIDGE
HOR CL 450 FT
VERT CL 52 FT
Log boom
Swim Barrier
Priv aids
Fl G 4s 35ft 4M "29"
Fl R 2.5s 26ft 3M "34"
Pipeline Area
Shl rep 1978
Shl rep 1981
46°36'
118°12'
118°10'
SNAKE RIVER
Mileage distances along the Snake River are in Statute Miles. Distances along the Snake River are from the junction of the Columbia River and are indicated thus:
Tables for converting Statute Miles to International Nautical miles are given in Coast Pilot 7.
NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington, or at the Office of the District Engineer, Corps of Engineers in Walla Walla, Washington.
Refer to charted regulation section numbers.
CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
Pipeline Area
Cable Area
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.
MAGNETIC
VAR 17°00'E (2004)
ANNUAL DECREASE 8'

Joins page 10



Joins page 13

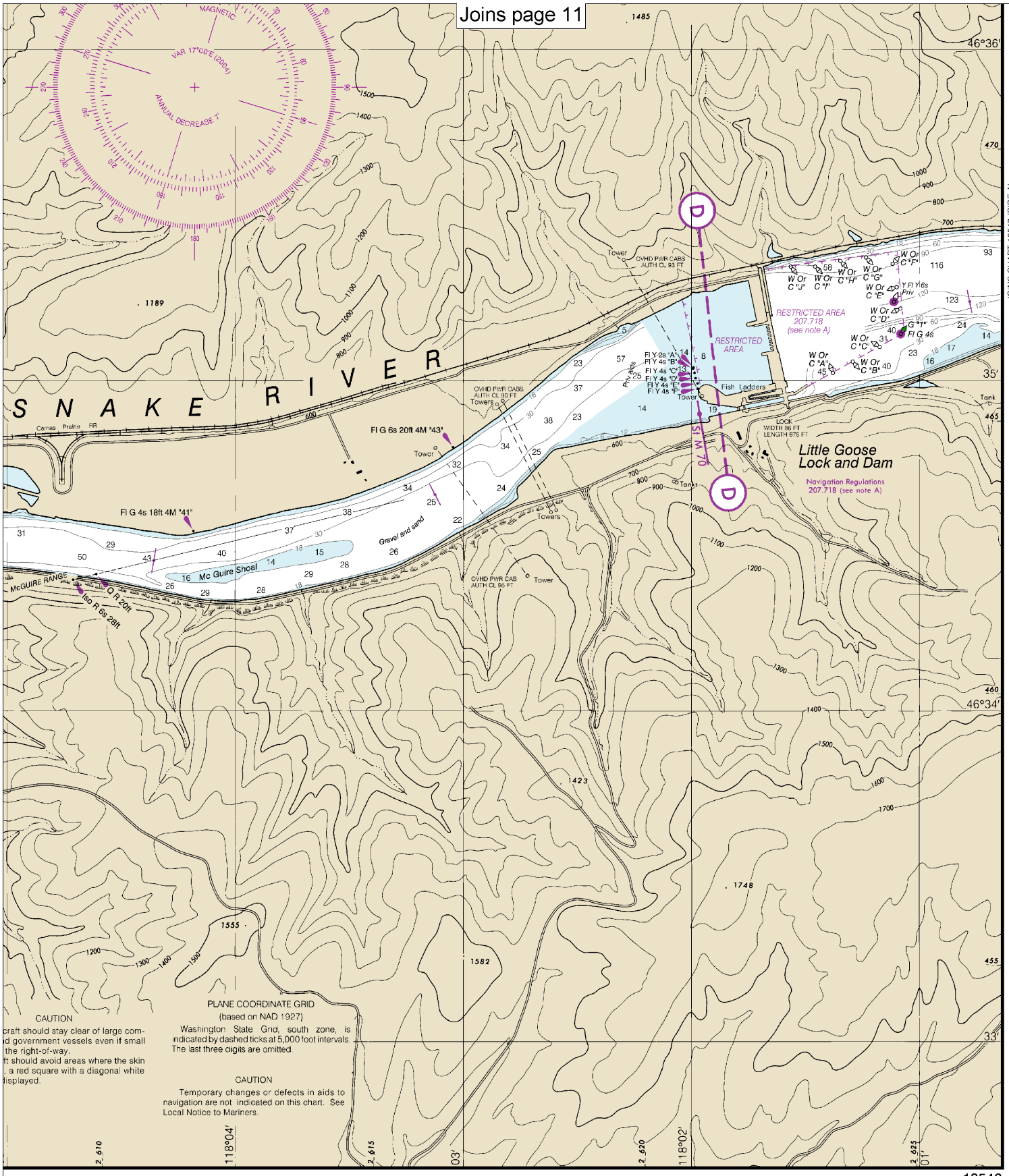
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

Joins page 11



JOINS CHART 18547 (SIDE A)

SIDE B

18546

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
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